Railway is still in metre gauge. The Mahisasan-Shahbazpur metre gauge route has not been operational since December, 1996 due to lack of traffic.

An agreement for running passenger train services between Kolkata and Dhaka was signed in July, 2001 for a period of three years between the Governments of Bangladesh and India which was extendable for the further period of three years at a time by mutual consent by the two Governments. However, regular passenger train services did not materialize because of the political situation in Bangladesh at that time. The two countries are now in the process of renewing the erstwhile agreement for running passenger train services between Kolkata and Dhaka.

Railway lines in North Eastern Region

4101. SHRI MATILAL SARKAR: Will the Minister of RAILWAYS be pleased to state:

(a) the total length of railway lines in the North-Eastern Region broad gauge and metre gauge, State-wise;

(b) the demands of new lines placed by different States of the regions; and

(c) the status of these demands?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) The State-wise length of broad gauge and metre gauge railway lines (route kilometres) in the North Eastern Region as on 31.3.2006 (latest available) is given below:-

Name of States of North Eastern Region	Length of railway line (route kilometres)		
	Broad Gauge	Metre Gauge	Total
Arunachal Pradesh	Nil	1.26	1.26
Assam	1227.16	1057.12	2284.28
Manipur	Nil	1.35	1.35
Meghalaya	Nil	Nil	Nil
Mizoram	Nil	1.50	1.50
Nagaland	11.13	1.72	12.85
Sikkim	Nil	Nil	Nil
Tripura	Nil	64.42	64.42
TOTAL:	1238.29	1127.37	2365.66

(b) and (c) Thr details of each and every demand received regarding new lines from different States of North Eastern Region are not maintained. However, demands received for construction of the new lines in the region in the recent past along with action taken on these are as under:-

1. Bhairabi-Sairang survey completed
2. Dimapur-Tizit
3. Agartala-Sabroom survey completed
4. Ledo-Nempong
5. Sivok-Rangpo survey taken up
6. Murkongselek-Pasighat survey completed
7. Naginimora-Amguri survey completed

Old bridges in Andhra Pradesh

4102. SHRI RAVULA CHANDRA SEKAR REDDY: Will the Minister of RAILWAYS be pleased to state:

(a) whether a large number of old bridges have undergone strengthening over the years;

(b) if so, the details thereof during the last three years especially in Andhra Pradesh;

(c) the present status thereof; and

(d) the criteria adopted therefor?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI R. VELU): (a) to (d) Yes, Sir. Rehabilitation/rebuilding/strengthening of bridges is an ongoing process on Indian Railways. Railway undertakes rehabilitation/rebuilding/strengthening of bridges on the basis of their physical condition as ascertained during regular inspections carried out in the field. Based on such identification of bridges, allotment of funds is made annually to carry out their rehabilitation/rebuilding/strengthening duly prioritizing the works as per requirement. In 2001-02, to clear the backlog of replacement of such identified bridges on Indian Railways, 2370 bridges were sanctioned for rehabilitation/rebuilding/strengthening at a cost of Rs. 1530 crore under Special Railway Safety Fund (SRSF). Apart from SRSF, additional funds are also made available annually in Railway Budget